


Shipping


NOTICE
 The Co.'s Steamship
 Captain H. W. Meyer will
 leave for Yokohama, Kobe and
 Nagasaki, on 12th
 (Passing through the Isthmus Sea).
 The Co.'s Steamship
 Captain H. W. Meyer will
 leave for Yokohama, Kobe and
 Nagasaki, on 12th
 (Passing through the Isthmus Sea).

NOTICE

For the above Particulars apply to
MEIHERERS & Co.,
Agents,
Hongkong, March 10, 1894.

NORDDRECHT-LLOYD

NOTICE

The Company's Steamship
STRAM TO SHANGHAI
will leave here with the upward
passenger mail about the 16th instants.
For the above particulars apply to
MEIHERERS & Co.,
Agents,
Hongkong, March 10, 1894.

FOR SINGAPORE, HAVRE AND
HAMBURG.

Sailing at NAPLES for landing Passengers
at different intermediate ports:
Genoa, Lyons, Havre, Antwerp,
Amsterdam, Rotterdam,
Lisbon, Oporto, London,
Liverpool and Bremen.

The Steamship "GEOFFREY"
Departing

Captain F. von Bünker,
will be despatched for the
above Port on FRIDAY, the 16th Instant,
4 p.m.

This Steamer has spacious Accommoda-
tion, carries a Doctor and a Stewardess.

For Freight or Passage, apply to
JAMES & Co.,
Agents.

Hongkong, March 7, 1894. 445

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

UNDER MILL CONTRACT WITH THE
Austrian Government

STEAMSHIP TO SHANGHAI & KOBE.

The Co.'s Steamship
María Patricia
Captain G. Coorsas, will
leave for the above
places on or about **FRIDAY**; the 16th Inst.
For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, March 9, 1894. 462

FOR SINGAPORE, COLOMBO AND
BOMBAY.

The Co.'s Steamship
Maria Clara
Captain Tiffin, will be
despatched on or about
TUESDAY, the 20th Inst. at 4 p.m.
For Freight or Passage, apply to
NISSON YUSEN KAIHAN,

Hongkong, March 13, 1894. 488

**CHINA NAVIGATION COMPANY,
LIMITED.**

For the purpose of forwarding cargo and passengers to
PORT DARWIN, QUEENSLAND
AND
PORTS, SYDNEY & MELBOURNE.

The Steamship
Chungking,
J. E. WILLIAMS, Com-
mander, will be despatch-
ed on TUESDAY, the 14th instant,
at 10 o'clock, for the above ports. The Superior Accommodation offered
this Steamship, First-class Saloon
situated forward of the Engine.
Refrigerating Chamber secures the
supply of Fresh Provisions during the
voyage. A full and well-stocked
GALLEY and BARRACKS
are provided for the comfort of the
passengers.

**W. B. BUTTERFIELD & SWIRE,
Agents.**

Hongkong, March 13, 1894. 479

OCEAN STEAMSHIP COMPANY
FOR LONDON VIA SUEZ CANAL
 The Company's Steamship "Captain Ruler," will be
 despatched as above on
ATURDAY, the 24th Instant
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE
 Agents,
 Hongkong, March 14, 1894.

SHIELD LINE.
FOR LONDON, BREMEN AND
HAMBURG.
 The Steamship "The Svanen," will be
 despatched as above on
Monday, the 27th Instant
 For Freight or Passage, apply to

SHEWAN & Co.,
Hongkong, March 8, 1891. 97

Vessels Advertised as Loading.

LOCAL AND GENERAL

THE LEGISLATIVE COUNCIL.

GLEN LINE OF STEAM PACKETS.

Pencils.	Agents.
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LOCAL AND GENERAL

THE LEGISLATIVE COUNCIL.

Innes, Colonial Treasurer; Hon. E. Bowdler, Public Works Department; Hon. R. M. Rumsey, Harbour Master; Hon. J. H. Steward, Lookhart, Registrar General; Hon. C. P. O'hater, Hon. J. J. Keawick, Hon. Dr Ho Kai, Hon. T. H. Whitehead, and Hon. E. R. Bellish, and Mr Arathoun Seth, Clerk of Councils.

DOCUMENTS

The Colonial Secretary laid on the table a despatch from the Secretary of State on the subject of the Po Leung Kuk Incorporation Ordinance, 1893, and the annual report of the Superintendent of the Fire Brigade.

THE JAPANESE ROYAL SILVER WEDDING.

The Colonial Secretary—Perhaps members may be interested to hear that telegram has been received from Her Majesty's Minister at Tokio in reference to the congratulations that were recently sent on behalf of the Council and community.

the Emperor of Japan," has been received as follows:—It is addressed to His Excellency the Governor, Sir Robert Bland, and thanks for the congratulations of your Excellency and Government and to express the pleasure with which he received them.

THE VICTORIA GAO. STAFF.

Mr Bellairs—I beg to give notice that at the next meeting of Council I shall ask the following question:—In view of the condition of the staff of Victoria Gaol, disclosed by the annual report of the Superintendent, what steps do the Government intend taking to reconstitute the staff or otherwise to render it efficient? The object of this question is to ascertain

The Colonial Secretary—With your Excellency's permission and with the leave of the Council I will answer that question as it is probable there will not be another meeting of the Council for some time. Government has received no communication from the Council in the month of January, and the Council have not presented from the Superintendent the plan of the Goal to the effect that the present rates of pay and other advantages were not sufficient to attract men of suitable qualifications and conduct as it is desirable that the staff of the Goalposts. The Government, with respect to the views of the Superintendent, has been willing, pending the appointment of a Reinforcement Commission, to take

steps in the direction of offering greater documents by higher salary or otherwise to the staff of the Gaol. It was not considered right or expedient, in view of the approximate appointment of a Retrenchment Commission, to add any expenditure to the Government, which was undeniably the greatest pleasure in informing the Government that it is the intention of the Government very soon to appoint a Retrenchment Commission, and one of the things that Commission will take into consideration is the staff of the Victoria Gaol (applause).

THE OYSTER FARM.

Mr. Whitehead said I was under the impression there would be another meeting of Council, and I intended to give notice.

the following resolution:—
[That in view of the fact that the present
Opium Farm expires on 23 February, 1911,
and that the Government have not yet de-
cided to extend the present Farm or to
grant a new one, it is expedient that a Commission be
appointed forthwith, with the amplest pow-
ers to investigate and report—within three
months, on the working of the present Farm in
relation to the revenue, the health of the popu-
lar, and the time for which the new Farm
may be to be granted; the defects if any
in the existing Opium Ordinances, and
Amendments to be made therein; with
view to the prevention of the smuggling
of opium into the country, and the
suppression of the traffic in opium in
breach of our Treaties and engagement
with the Government of China, and to
the protection from risk of forfeiture and
through the operations of smugglers
of the property of British and other
ships and steamers trading from this
country.]

view to the prevention of the slavery, and
and indignities inflicted upon Chinese
and travellers by the persecution
of the officers of excise appointed by
Farmer under Ordinance.

The Colonial Secretary—If I might
allowed, although not strictly in order,
I may explain that in saying that
might be the last meeting of the Council
I meant there was before the Council
three ordinances submitted, two of which
were of a substantial character, and
and it is the intention of His Excellency
in that case, to adjourn the Council
as possibly the Council may be aware
His Excellency is going to leave for
about the middle of next week.

it would be inconvenient to
a meeting of Council unless nec-
existed for doing so. In his absence
shall have to occupy the chair, and
be without the services of a Colonial Sec-
tary.

His Excellency.—Have you any fur-
ther question, Mr. Whitehead?

THE REGISTRAR GENERAL'S DEPARTMENT.
Mr. Whitehead asked the following
question:—
Will the Honourable the Registrar Gen-
eral inform the Council whether he has
concurred in the recommendations made by
A. M. Thomson, in the last paragraph
of the Acting Registrar General's Re-
port for 1893, laid before the Legislative

[illegible]

was made by the Registrar General for the abolition of the registration of births.

NEW DRAINAGE SEPARATE SYSTEM.

Mr. Whitehead asked the following questions—Will the Government turn the Council with a return showing—

(1) The extent to which the new drainage scheme on the new system as designed by Mr. Chadwick, C.M.G., has been put out.

(2) The departure, if any, from Chadwick's design.

(3) The total amount of money expended on the scheme up to December, 1893.

On demand
Credita, 4 months' sight,
On Berlia—Demand,
On New York—
On demand,
Credita, 60 days' sight,
On Bombay—
Wire,
On demand,
On Calcutta—
Wire,
On demand,
On Shanghai—
On demand,
32 days' sight, private paper
On 100, 100 days (per 100)
Silver (per oz.)

THE GAOL OFFICERS' GRIEVANCES

Here are a few hardships that could be well be done away with, with and not the Report. But which would have justice, I think.

1. An officer on duty is not allowed to speak to any other family of a "black" man.
2. For the 12 hours on duty, he is continually on a jog, not and he is punishing himself against a wall, or anything he is fined "while the prisoners are allowed to rest" between their Sleds and the Sledges.
3. Under former Superintendents, men, according to their Drains, and alternate long and short duty, and 40-60 hours fortnightly, i.e. from 3 p.m. Saturday to 6 a.m. on Monday, but under Mr. Leach things are different of the return, the members of the staff, excepting their presence.
4. Towards the afternoon, the prisoners feel exhausted, and in the winter the cold in the open air, and the

c. Through the weakness of the, consequent on men being dismissed, others leaving the service through

one more serious drawback that has been pointed out by the Commission is the heavy dissipation of funds that prevails in the State concerning the personnel. I shall therefore conclude by mentioning one more serious drawback that has been pointed out by the Commission: the lack of uniformity in the salaries and job class for various positions. It is the want of proper bedding accommodations and of proper clothing, shoes and appliances. If the men were warm beds they cannot get it unless we use the prisoners' beds, and that is not proper. After they are freed, or else in the winter, they are sick, and the work is wasted; there are no bathing tubs in the Officers' quarters. Mr. Lethbridge does not mind paying the Government a large sum for alterations to his own quarters while he is perfectly callous and indifferent to the comfort and well-being of those under his command.

If an Enquiry be instituted, the majority of the staff would support my statements if they were guaranteed immu-

of

On London—
Hank, Wire,
 On demand,
 30 days sight,
 60 days sight,
 3 months sight,
 Oredita, 4
 Documentary, 4 months sight,
On Paris—
On demand,
 Oredita, 4 months sight,

Credit, 60 days' sight,
On Bombay—

Wire.
On demand.
On Shanghai.
On demand.
3 1/2 days sight, private paper.
Gold List, 60 day line (per ton).
Sovereigns (B m t s t a p e r m o o n).
Silver (per oz.).

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER UNCONVENTIONAL STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgia (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... FRIDAY, March 18, at daylight.
Oceania (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, April 4, at daylight.
Oceania (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, April 25, at daylight.

THE Steamship BELGIO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, TO-MORROW, the 16th March, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Dates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, March 15, 1894. 313

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Pere (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... SATURDAY, Mar. 24, at daylight.
Oceania (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... THURSDAY, April 12, at daylight.
Oceania (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... THURSDAY, May 3, at 1 p.m.

THE U. S. Mail Steamship PERU will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, 24th March, at Daylight, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, ROCKY MOUNTAIN, DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, March 7, 1894. 447

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTES FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUER, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 21st March, 1894, at Noon, the Company's S.S. SYDNEY, Commandant Assol, with PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Species will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. the 20th March, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 7, 1894. 446

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON AND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 2nd day of April, 1894, at 3 p.m., the Company's Steamship KARLSRUHE, Capt. Kesseler, with PASSENGERS, SPECIES, and CARGO, will leave this Port as above, calling at Antwerp and Genoa.

Shipping Orders will be granted till Noon, on Saturday, the 31st March.

Cargo and Species will be received on board until Noon on Monday, the 2nd April, and parcels will be received at the Agency's Office until Noon on Sunday, the 1st April. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Liners can be washed on board. For further particulars, apply to MELOHERS & Co. Agents.

Hongkong, March 10, 1894. 472

Intimations.

PRIVATE BOARD AND RESIDENCE FOR LADIES AND GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

Mrs. MATHER, 2 and 3 Peddar's Hill, 1287

A CURE FOR ASTHMA!!!

GRIMAUD'S Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Asthma, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAUD & CO., Paris. Sold by all Chemists.

GRIMAUD'S Matico Capsules AND INJECTION.

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaliba, have not the inconvenience of producing Nausea.

MATIO INJECTION is used in recent MATICO CAPSULES in the Chronic Cases.

GRIMAUD & CO., Paris. Sold by all Chemists.

For Sale by A. Watson & Co., Chemists.

Thin Children Grow Fat

On Scott's Emulsion.

because fat foods make fat children. They are thin, and remain thin just in proportion to their inability to assimilate food rich in fat.

Scott's Emulsion of Cod Liver Oil is especially adaptable to those of weak digestion—it is partly digested already. Astonishing how quickly a thin person gains solid flesh by its use!

Almost as palatable as milk.

Sole Agents for China and Hongkong: MESSRS. A. R. WATSON & Co., Ltd.

Hongkong, March 7, 1894. 447

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Mogul ... Tuesday, March 20, at daylight.
Victoria ... Tuesday, April 10, at daylight.
Tacoma ... Tuesday, May 8, at daylight.

THE Steamship MOGUL, Captain GOLDING, sailing at Noon, on TUESDAY, the 20th March, will proceed to VICTORIA, B.C., and TACOMA and INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, GARLILL & Co., Agents.

Hongkong, February 27, 1894. 394

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN, Comdr. G. A. LEE, R.N.R. ... WEDNESDAY, 21st March.

EMPEROR OF CHINA, Comdr. R. ARCHER, R.N.R. ... WEDNESDAY, 11th April.

EMPEROR OF INDIA, Comdr. O. P. MARSHALL, R.N.R. ... WEDNESDAY, 2nd May.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and make the voyage to Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATE (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

EXCURSION TICKETS to San Francisco, Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent, PRINCE STREET, 360

Hongkong, February 21, 1894.

SHARE LIST—QUOTATIONS.—MARCH 15, 1894.

Stocks.

Hongkong and Shanghai B. Co. ... 60,000 ... 125 ... all ... 92% prem., sellers

New Bank of China, Ltd. ... 10,000 ... 83.50 ... 10 ... 1.10 nom.

Bank of China, Japan & Korea, Ltd. ... 10,000 ... 81.25 ... 10 ... 1.10 nom.

National Bank of China, Ltd. ... 10,000 ... 81.25 ... 10 ... 1.10 nom.

Marine Insurance Co., Ltd. ... 10,000 ... 81.25 ... 10 ... 1.10 nom.

Union Insurance Co., Ltd. ... 10,000 ... 81.25 ... 10 ... 1.10 nom.

China Fire & Marine Insurance Co., Ltd. ... 10,000 ... 81.25 ... 10 ... 1.10 nom.

Straits Fire Insurance Co., Ltd. ... 10,000 ... 81.25 ... 10 ... 1.10 nom.

China Mutual S. N. Co. ... 10,000 ... 81.25 ... 10 ... 1.10 nom.

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Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore, B., and those in the body of the Harbour, C.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section 1. From Green Island to the Gas Works.

Section 2. From Gas Works to Jardine's Wharf.

Section 3. From Jardine's Wharf to the Harbour Master's Office.

Section 4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section 5. From P. and O. Co.'s Office to Peddar's Wharf.

Section 6. From Peddar's Wharf to the Naval Yard.

Section 7. From Naval Yard to Blue Buildings.

Section 8. From Blue Buildings to East Point.

Section 9. From East Point to Kowloon Island.

Section 10. Kowloon Wharves.

Section 11. Jardine's Wharf.

Section 12. From Green Island to the Gas Works.

Section 13. From Gas Works to Jardine's Wharf.

Section 14. From Jardine's Wharf to the Harbour Master's Office.

Section 15. From Harbour Master's Office to the P. and O. Co.'s Office.

Section 16. From P. and O. Co.'s Office to Peddar's Wharf.

Section 17. From Peddar's Wharf to the Naval Yard.

Section 18. From Naval Yard to Blue Buildings.

Section 19. From Blue Buildings to East Point.

Section 20. From East Point to Kowloon Island.

Section 21. Kowloon Wharves.

Section 22. Jardine's Wharf.